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12, Queen's Road.

The China Mail.

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TANSAN,
4 DOZEN PINE,
\$8.00.
100 QUARTER BOTTLES,
\$7.50.
H. PRICE & CO.,
12, Queen's Road.

No. 12,119

號一廿月正年二零百九千一

HONGKONG, TUESDAY, JANUARY 21, 1902.

日二十月二十年丑辛

PRICE, \$2.50 Per Month.

AGENTS FOR THE CHINA MAIL.
LONDON:—J. & W. G. & Co., 11, Abchurch Lane.
SINGAPORE:—J. & W. G. & Co., 11, Abchurch Lane.
HONGKONG:—J. & W. G. & Co., 11, Abchurch Lane.
...
NEW YORK:—The Chinese Consulate, 10, West 22nd Street.
...
PHILIPPINE ISLANDS:—A. S. Watson & Co., Manila.

Business Notices.
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Engineers, Shipbuilders, Boilermakers,
Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM LAUNCHES.
Pumps, Packings, General Stores and Engineers' Tools of Every Description.
OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS.
60 & 62, DES VUEX ROAD CENTRAL. KOWLOON BAY.
W. S. BAILEY, M. ENGELHART. E. O. MURPHY, W. H. SO, A. ENGELHART.
CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.
PLANS, SPECIFICATIONS AND TENDERS.
Consulting and Superintending Engineers and Surveyors. 2433

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.

THE PEAK HOTEL.
DAILY RATES from ... \$5
MONTHLY RATES from ... \$110
Conveniently Situated at the Terminus of the Peak.
Telephone No. 29. Trench Office, 7, DUNDRELL STREET.

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MATHEUS MULLER, ELTVILLE.
Purveyor to H. I. M. the Emperor of Germany and
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MELCHERS & CO.,
Sole Importers.
We are prepared to sell sample-cases containing 24 pints.
GERMANIA, SEC. 'DRY'.
Do. 'EXTRA DRY'.
FINE SPARKLING HOCH, 'EXTRA DRY'.

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateurs.
ENLARGEMENTS A SPECIAL FEATURE.
1557

MUSIC LESSONS.
MR. L. A. GRACA receives Pupils for the
VIOLIN, MANDOLINE and
GUITARRA.
For Terms, Etc.,
Apply to THE STUDIO
'ELGIN VILLA',
No. 19, CAUSE ROAD.
Hongkong, December 27, 1901. 2263

NOTICE.
THE INTEREST AND RESPONSIBILITY OF
MR. GEORGE L. VEDALE PRICE is
our first CEASED on 31st ultimo.
Mr. JAMES PARK WINGATE is this
day ADMITTED a PARTNER in our Firm.
TAIT & CO. 9
Ansoy, January 1, 1902.

**THE EASTERN
GENERAL AGENCY.**
COMMISSION & GENERAL AGENTS
FOR THE SALE OR TRANSFER
OF BUSINESSES, HOUSES,
LAND, AND PROPERTY OF EVERY
KIND.
Loans and Mortgages arranged.
15, Des Vaux Road, Hongkong,
and at Singapore and Soerabaya.

GOVERNMENT NOTIFICATION.
INFORMATION has been received from
the MILITARY AUTHORITIES
that ARTILLERY PRACTICE will take
place on the 24th instant from KOWLOON
CITY PIER in a South-Easterly direction.
All ships, junks and other vessels
are cautioned to keep clear of the range.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office.
Hongkong, January 15, 1901. 116

NOTICE.
NOTICE is hereby given that the Share
Certificate No. 361, for One Hundred
Shares in WATKINS, Ltd., Nos. 1701/1800,
and standing in the books of the Company
in the name of Mrs. KATE L. GUMPERT,
has been LOST, and that unless the said
Certificate is produced at the Office of the
Company at No. 66, Queen's Road
CENTRAL on or before the 30th day of
JANUARY, 1902, the same will be considered
cancelled, as from that date, and a New
Certificate issued in lieu thereof.
GEO. A. WATKINS,
General Manager.


NOTICE.
WE have this day been appointed SOLE
AGENTS for the well-known CIGAR
FACTORY 'LA OCEANICA' of MANILA,
P.I. Cigars of Cuban Style. All Orders
shall have our careful attention. Price List
may be had on application to
Ritchie & Co.,
39, Des Vaux Road,
Hongkong.

**MANILA
CIGARS.**

**LA CONSTANCIA.
LA GIRALDA.
LA COMERCIAL.
LA COMPETIDORA GADIANA.
LA FAVORITA.**

Particulars and Price-Lists from
W. H. POTTS & CO.,
No. 3, QUEEN'S BUILDINGS.

Why?



A cup of Boyri, so readily prepared, is the best stimulant that can be had—refreshing, nourishing and strengthening. It promotes a constant energy.

BOYRI

To be obtained at all STORES, CHEMISTS, HOTELS, &c. throughout Hongkong, China

Business Notices.
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4 PRAYA CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

LANE CRAWFORD & CO.

FURNISHING DEPARTMENT.
NEW STOCK OF
SAXONY AXMINSTER CENTRE CARPETS and RUGS for Polished Floors.
VELVET PILE and BRUSSELS CARPETS with BORDERS to match.
STAIR and HALL CARPETS, LINOLEUMS, MATS and MATTING.
TAPESTRY and CHENILLE CURTAINS, HOUSEHOLD DRAPERY,
TABLE LINENS and SERVIETTES, TAPESTRIES and COVERING FABRICS.
MADRAS MUSLIN, ART MUSLIN and LACE CURTAINS.
BILLIARD CLOTH, CUES, RESTS, TIPS, CHALK and SUNDRIES.
BRASS and IRON BEDSTEADS and SLEEPING MATTRESSES in every size.
BEDDING—OUR OWN MANUFACTURE and GUARANTEED PURE (Special Terms to Hospitals and Institutions).
UPHOLSTERY WORK OF EVERY DESCRIPTION carried out by
EXPERIENCED WORKMEN.
SHIPS' UPHOLSTERY A SPECIALITY.

Lane, Crawford & Co.,
Complete House Furnishers.
Hongkong, 1st January, 1902. 12

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THE OLDEST AND LARGEST INTERNATIONAL LIFE INSURANCE
COMPANY IN THE WORLD.
Supervised by 82 Governments.
Actual new-placed and paid for business for the year 1900: Dollars 232,388,255 Gold.
The undersigned, having been appointed HONGKONG AGENT for this Company
will be pleased to receive proposals for Insurance. A note or a Telephone Message from
those wishing an 'up-to-date' policy will receive immediate attention.
HECTOR W. SAMPSON,
HONGKONG HOTEL.
Hongkong, December 18, 1901. 2392

DENNY, MOTT & DICKSON, LD.,
BANGKOK (SIAM).
TEAK MERCHANTS AND SAW MILLERS.
SIEMSEN & CO.,
Sole Agents for Hongkong and South China.
Hongkong, August 1, 1901. 1683

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DAKIN'S ANISEED & LICORICE COUGH
BALSAM.
For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS, COLDS,
HOARSENESS, and SORENESS OF THE THROAT.
Price 50 Cents and 91.
CRUICKSHANK'S COUGH BALSAM.
A VALUABLE REMEDY FOR INFLUENZA COLDS, BRONCHITIS, ASTHMA and all Diseases
of the Chest and Lungs. Price \$1 per Bottle.
**VICTORIA DISPENSARY,
QUEEN'S ROAD.**

**HOCKS, MOSELLES, -
AND CHAMPAGNES. -**

The undersigned having been appointed Sole Agents of the well-known Firm
HENKELL & CO., MAINZ,
they always hold a Stock of their CELEBRATED and ABSOLUTELY PURE
HOCKS AND MOSELLES,
Niersteiner, Berncastler, Erdener Troppchen,
Marcbrunner, Josephshofer.

**CHAMPAGNES, Henkell Trocken (Dry),
Henkell Sekt Trocken (Extra Dry)
SIEMSEN & CO.**
Hongkong, 15th July, 1901. 1461

**ASK FOR FERGUSON'S
P. & O.**


SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.

**FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.**

These are the finest productions of Scotland,
devoid absolutely of all deleterious matter.

**THE CREME DE LA CREME OF
WHISKIES.
PURE AND MILD.**

Sole Importers,
F. BLACKHEAD & Co.



Business Notices.
Wm. POWELL, Ltd.,
GENERAL DRAPERS AND OUTFITTERS.

SPECIALLY SELECTED LOT OF
MIRRORS,
CUT GLASS OVERMANTELS,
In the Most ARTISTIC STYLES and DESIGNS, STAINED WOOD, WHITE
and GOLD ENAMELLED, &c., &c., &c.

This Forms an exceptional opportunity of securing a genuine article,
AT MODERATE PRICE.
Hongkong, January 17, 1902. 13

GREEN ISLAND CEMENT CO., LD.
Portland Cement.

In casks of 375 lbs net \$5.50 per cask, ex Factory.
In bags of 250 lbs net \$3.30 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to
Shewan, Tomes & Co.,
GENERAL MANAGERS. 2855

HORNSEY AKROYD OIL ENGINES.

Adopted by the British, U. S., Russian, Indian, Japanese, Norwegian,
Cape of Good Hope, and other Governments.
Estimates for Supplying and Fitting up above Engines on application.
DODWELL & CO., LD., Sole Agents.
2095

RACES, 1902.

DRESS MATERIALS. SATINS, SILKS. FRENCH MILLINERY.
HATS and FEATHERS.
LACE ROBES. FLOWERS and GLOVES.
VELVETS and RIBBONS. RAIN COATS, Etc.
ALL THE LATEST NOVELTIES FOR THE COMING RACE SEASON.
DRESSMAKING and MILLINERY A SPECIALTY.
FAIRALL & Co.,
22 Queen's Road Central. 2511
Hongkong, January 20, 1902.

CHAMPAGNES

FROM
CHARLES HEIDSIECK,

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.

**COTTAM & CO., HONGKONG
HOTEL.**

FOOTBALL SEASON.
BOOTS, KNICKERS, STOCKINGS AND SWEATERS IN ALL SIZES.
Hongkong, January 14, 1902. 2231

Cutler, Palmer & Co.,
LONDON.

(Wine Shippers to China since 1815).
Have always Stocks of their well-known Brands with
Hongkong, 15th July, 1901. **SIEMSEN & CO.** 1462

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CHRISTMAS NUMBERS OF The Queen, Strand Magazine, Pearson's
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**KUPPER PILSENER
BEER.**

This BEER is the Most Popular in the Market. It is
always perfectly bright and free from Sediment, and is unrivalled
by any other light Beer for its uniform high standard of
excellence.
SOLE AGENTS

Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS.
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Intimations.

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NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.
41, QUEEN'S ROAD.

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JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BIOMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
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(Or MITSUI & CO.)

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Telephone Address for all the Office: 'MITSUI'.
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CONTRACTORS OF COALS to the Imperial Japanese Navy, Armies and Railway;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
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SOLE AGENTS for the Famous Mitsui, Tanaka, Yamano, and Ida Coal Mines.
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Onagawa, Tachibana, Tsurubiki, Yoshinaka, Yushima, Yokohama, and other Co.
Mines.

Hongkong, January 10, 1902.

N. INUZUKA, Manager.

RAINIER BEER.
SOLE AGENTS: A. S. WATSON & CO., LIMITED
THE HONGKONG DISPENSARY.

KELLY & WALSH, LTD.

NEW BOOKS BY
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HOW TO SPEAK CANTONESE.
Fifty Conversations in Cantonese Col-
loquial with the Chinese Character, Free
and Literal English Translations, and Ro-
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ary Marks, etc.
Preceded by Five Short Lessons of (One,
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CHAMBERS'S 20th CENTURY
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The Cheapest and Most Up-to-Date
Dictionary Ever Published.
FIGARO ILLUSTRATED (English Ed.)
with TWO COLOURED PLATES ... 2.60
THE FIGHTING IN NORTH CHINA
(Up to the Fall of Peking City).
by G. GIPPS.

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LEVER WATCHES
and **CHRONOGRAPHS.**

Best Value, compatible with Good Workmanship.

All Watches Guaranteed.

TRADE MARKS:
BERNA, MAXIM.

Watches and Clocks repaired by Competent EUROPEAN EXPERTS.

DROZ & CO.,
No. 10, Queen's Road Central.

Milkmaid BRAND Milk
Guaranteed Full Cream.

Largest Sale in the World.

Intimations.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the THIRTIETH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1902, at 11.45 o'clock a.m. for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December 1901.

The Register of Shares of the Company will be closed from Tuesday, the 14th January, to Thursday, the 23rd January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
The West Point Building Company, Limited.
Hongkong, January 6, 1902.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1902, at 12 o'clock noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December 1901.

The Register of Shares will be closed from Tuesday, the 14th January, to Thursday, the 23rd January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary.
Hongkong, January 6, 1902.

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

THE SIXTEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 27th instant, at Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December 1901.

The TRANSFER BOOKS of the Company will be closed from the 24th instant to the 31st instant both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, January 14, 1902.

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in this Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th February, at 12 o'clock noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, including a Dividend, and electing Auditors.

The TRANSFER BOOKS of the Company will be closed from 22nd January to 4th February inclusive.

By Order of the Board of Directors,
T. ARKOLD,
Secretary.
Hongkong, January 15, 1902.

UNIVERSAL TRADING CO., LTD.

NOTICE.

SHAREHOLDERS in the above Company are hereby notified that an INTERIM DIVIDEND at the rate of 12% per annum for the Half-year ending 31st December, 1901, will be payable at the Office of the Company, No. 4, Des Voeux Road Central, on and after the 21st January, 1902.

Dividend Warrants can be obtained on application.

The TRANSFER BOOKS of the Company will be closed from SATURDAY, the 18th, to MONDAY, the 20th instant, both days inclusive.

ELLIS KADOORIE,
General Manager.
Hongkong, January 10, 1902.

The ENGLISH CRICKETERS AUSTRALIA.

SPECIAL ARTICLES

ON THE TOUR OF
Mr MacLaren's Cricket Team in Australia.

Special Descriptions of the Five Test Matches will be written by
Mr A. O. JONES
(The well-known Captain of the North County).
One of Members of the Team.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

BAIN & REID.
CHINA MAIL Office, Dec. 1900.

Intimations.

WHEELER & WILSON'S SINGER'S MACHINES.

Apply to
DOOLITTLE & POLLOCK,
No. 5, WELLINGTON STREET.
SEND FOR CATALOGUES & LISTS.
2424.

To Let.

TO LET, FURNISHED.
CONVENIENTLY arranged, SIX-ROOMED HOUSE, with Large Back Yard and Outhouses. Pleasant View and Healthy.
Apply to 'N'.
Care of 'CHINA MAIL' Office.
Hongkong, January 20, 1902.

TO LET.

GODOWN, No. 59, DUNDRELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, July 4, 1901.

TO LET.

DWELLING HOUSES, GODOWNS, OFFICES, etc. Owners of Property wishing to Let their Premises should communicate with the Undersigned.
S. A. SEITH,
LAND AND ESTATE AGENT AND BROKER,
Top Floor, 37, Queen's Road Central.
Hongkong, December 18, 1901.

TO LET.

'CARAIGMIN WEST' MAGAZINE G.A.P.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, January 6, 1901.

TO LET.

FROM the 1st of January, 1902, an OFFICE.
Apply to—
NORDEUTSCHER LLOYD.
Superintendent's Office,
3, Queen's Building, Top Floor.
Hongkong, December 14, 1901.

TO LET.

HOUSES in OLIMPTON GARDENS, CONDUIT ROAD.
A HOUSE in RYDON TERRACE, 'THE RETREAT', MOUNT KELLY.
No. 6, MACDONNELL ROAD.
GODOWNS at BREE BUILDINGS.
Houses at CAUSEWAY BAY, FACING THE FOLD GREEN.

Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, January 21, 1902.

TO LET.

No. 147, WANCHAI ROAD, ROOMS Nos. 4, 5, 7 and 8, Suitable for APARTMENTS or BOARDING HOUSES.

Apply to
SANG KEE,
72, Wing Lok Street.
Hongkong, January 13, 1902.

TO LET.

'BELLEVUE' PEAK ROAD, from 1st January.
Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, December 4, 1901.

TO LET.

No. 40, CAINE ROAD and No. 2, CASTLE ROAD. Immediate Possession.
Apply to—
WO KEE & CO.,
No. 275, Des Voeux Road Central.
Hongkong, January 16, 1902.

TO LET.

No. 1, STEWART TERRACE, The PEAK.
Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, July 16, 1901.

Not Responsible for Debts.

NEITHER the Captain the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew in the following Vessel, during its stay at Hongkong Harbour:

Dirigo, American ship, Capt. W. Goodwin.—Shanghai Oil Co.
Islemy, British barque, Capt. John Lamont.—Naval Stores.
Monte Bay, Dei barque, Capt. James A. Boyd.—Jardine, Matheson & Co.
Niola, Norwegian barque, Capt. Carlsen.—Order.

Intimations.

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Under European Management.

HIGH-CLASS PROVISIONS.

For Sale.

FOR SALE,
HOUSES and LAND at the PEAK. For detailed Particulars.
Apply to
DENNIS & BOWLEY,
Solicitors, Supreme Court.
Hongkong, September 28, 1901.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on
SATURDAY,
the 26th day of JANUARY, 1902, at 2.30 p.m., at his Sales Rooms, Duddell Street, A FINE COLLECTION OF JAPANESE CURIOUS & EMBROIDERIES,
Comprising:—
An Assortment of Very Fine EMBROIDERED SCREENS,
CHAMBRASE VASES, (Silver ground and otherwise), SATSUMA VASES, FINE KUTANI TEAPOTS, ISLAND LAQUERED FURNITURE, LAQUERED ALUMINUM PICTURES, &c., &c.
Also
SILK EMBROIDERED BED COVERS, TABLE COVERS, PIANO COVERS, PILLOW CASES, KIMONOS, &c., &c.
TERMS:—Cash on delivery.
On View from Friday, the 24th January. Catalogues will be issued.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, January 17, 1902.

NAKAZAWA,
DEALERS IN
CLOISONNE, SATSUMA, LAQUERED AND BRONZE WARES,
TEA SERVICES, PORCELAIN GOODS, PICTURE FRAMES
AND ALL KINDS OF
JAPANESE FINE ART CURIOUS,
AT MODERATE PRICES.
11, BEACONSFIELD ARCADE,
Opposite CITY HALL.
Hongkong, August 6, 1901.

THREE CHEERS FOR BHAGAT.
MADE FROM PURE AUSTRALIAN BUTTER.
10% Discount for Cash.
—H. RUTONJEE,
No. 5, D'Almeida Street, H.K.,
Nos. 39 and 40, Elgin Road, Kowloon.
Hongkong, December 30, 1901.

THE MUTUAL STORES,
8 and 10, D'Almeida Street.
GENERAL PROVISION DEALERS,
WINE & SPIRIT MERCHANTS, &c.
PRICES VERY REASONABLE.
GOODS GUARANTEED TO BE FRESH AND OF THE BEST QUALITY.
Hongkong, January 17, 1902.

The Chinese Mail
報日字華

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.
PUBLISHED EVERY MORNING.
CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.
ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.
\$6 per annum delivered in Hongkong, \$12.50 to all other ports.
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LATE TELEGRAMS.

Fatal Trolley Accident.
Allahabad, January 1.—A shocking fatal accident on the railway is reported from Allahabad. A party of ladies and gentlemen were riding from Khusoni to Hattara on a trolley, when they came unexpectedly upon an empty freight train. A lady tourist, Miss Ellington, in attempting to jump from the trolley got caught in her rug and was thrown in front of the freight train and cut to pieces. Mr. Ketherside, who was also riding on the trolley, was struck by the buffer of the engine but not seriously hurt.

South Africa.
London, January 4.—General Bruce Hamilton, on the 31st ultimo, made a night march and captured a Boer laager. The enemy, however, observed his approach and many escaped. 22 were made prisoners.

A despatch from Lord Kitchener says that General Bruce Hamilton, since the 29th ultimo, has captured 100 Boers, including General Erasmus.

Lord Kitchener has asked Canada to send trained trackers with the new contingent.

The Australian Mail Contracts and White Labour.

Calcutta, January 3.—The Bengal Chamber of Commerce has addressed a protest to the Government of India against the proposed legislation in Australia excluding any but white labour from employment on steamers calling at Australian ports in connection with the contract for the carriage of mails on behalf of the Commonwealth.

The Position at Kowloon.

Bombay, January 2.—It is believed in Bombay that the position at Kowloon is less satisfactory for the cruiser *Perseus* left last night for the Persian Gulf and H.M.S. *For* follows this evening with a Battery of six guns, on land carriages, consisting of three nine-pounders and three twenty-pounders. On arrival at Kowloon, the guns will probably be used for land service or mounted on board. This Battery was recently taken to Kowloon by H.M.S. *Merah*, but was subsequently brought back to Bombay. The British engineers in the Gulf will not be H.M.S. *Perseus*, *Leopold*, *Par*, *Pavane*, *Redoubt*, and *Sphinx*—quite enough for a demonstration.

The Terrible Fire in Bombay.

Bombay, January 2.—The remains of some of the victims in the Bombay fire have been discovered, but it is only possible to identify three—add those by their ornaments. One boy and one girl have been accounted for, the loss of life now being ten. The remains were found near a window with iron bars the children evidently having been caught in a trap.

At the inquest, the jury commended the schoolmaster for his plucky act, and suggested that dangerous trades, such as damming cotton bales, should be under the control of a proper authority.

An Imperial Gazetteer.

Allahabad, January 2.—The *Pioneer* hints that Mr. James S. Cotton, formerly Fellow of Trinity College, Oxford, and for many years Editor of the *Academy*, has been appointed by the Secretary of State for India to carry out the revision of the late Sir William Hunter's 'Imperial Gazetteer'. It is understood as Editor in Chief. His headquarters will be at the India Office, and in the case of the edition of 1881, the writing of the special sections will be entrusted to experts.

Army News.

Calcutta, December 31.—Major McIntyre and Captain Paxton officiate as Commandant and Second in Command respectively of the 8th Madras Infantry.

Calcutta, January 1.—Major General Wilson proceeds home to become Consulting Ordnance Officer at the India Office, the Colonel Scott who succeeds General Wace as Director-General pending the arrival of Colonel Scott.

Sir Peter Palmer leaves Calcutta on tour on the 12th January for Secunderabad, character visiting Madras and North India and returning to Calcutta on the 23rd February.

Calcutta, January 2.—The recruitment of the Horse Artillery in India with service 12-pounder 6 cwt. guns, similar to those with which the force in South Africa is supplied, is commencing. The materials for two batteries have now arrived, the carriages are nearly complete and they will be issued very shortly, the further issues being made hereafter as the guns arrive. The weapon is an immense advance on anything hitherto in use in India.

Lieut. Tyrrell, 1st Royal Munster Fusiliers, and Second Lieutenant Gibson, 4th Lancashire Fusiliers, leave for 4th Worcester Regt., and Mahon, 1st Royal Irish Fusiliers, come out to join the Madras Staff Corps.

Major MacIntyre, 29th Burma Infantry, has been granted two months' leave in India.

Lord Roberts.

On 12th December last, Field-Marshal Earl Roberts, Commander-in-Chief, completed 50 years of military service, his first appointment—as a second Lieutenant of the Bengal Art.—having been made on Dec. 12, 1851, when in his 20th year. His successive promotions were: Lieutenant, June 5, 1857; captain, Nov. 12, 1859; and brevet major the following day; lieutenant-colonel, Aug. 15, 1863; colonel, Jan. 30, 1875; major-general, Dec. 31, 1878; lieutenant-general, July 28, 1883; general, Nov. 23, 1890; and field-marshal, May 25, 1895.

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HAVING been confined to the house for some time with influenza and Bronchitis, and tried several remedies with very little benefit, thought I would try a bottle of Stearns' Wine of Cod Liver Oil, and am glad to tell you I feel considerably stronger for it, and have gained flesh. I think it is a splendid preparation, pleasant to take and easy to digest. I shall recommend it to any of my friends, as so many people will not take Cod Liver Oil on account of the taste which is unpalatable in your excellent Wine.

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THE LEGALITY OF MARTIAL LAW.

Important Decision of the Privy Council.

London, December 19.—The Judicial Committee of the Privy Council yesterday gave its reasons for refusing David Francis Marais, of Baur, Cape Colony, leave to appeal against the decision of the Supreme Court of Cape Colony refusing his application to be released from military custody. The Judicial Committee of the Privy Council considered that it was impossible under martial law to impugn the action of the military authorities, and on that ground refused leave to appeal.

This case was argued on November 6 before the Lord Chancellor, Lords Macmillan, Shand, Dargy, Robertson, and Lindley, and Sir H. D. Villiers (Chief Justice of Cape Colony).

According to the report in the 'Standard', the petitioner, David Francis Marais, a notary public and auctioneer at Paarl applied for special permission to appeal from the decision of the Supreme Court of Cape Colony refusing his application to be released from military custody. He and four other subjects of the British Crown were arrested at Paarl on August 15 and after being kept in prison for three days were sent under military escort to Beaufort West, where they have since been confined in gaol without trial.

Mr. Haldane, K.C., contended that leave to appeal should be given. Petitioner he said, asserted that he had been guilty of no offence, and if any crime was alleged against him, he should have an opportunity of answering it according to civil law. He cited the opinions of Lord Campbell and Lord Cranworth when they were the Law Officers of the Crown, with regard to the proclamation of martial law in Canada, and in which they held that time the right of answering to the extremity of martial law was limited by the necessities of the case. For this reason, they were of opinion that the right did not exist beyond the case of persons taken in open resistance, and with whom, by reason of the suspension of the ordinary course of justice, it was not the case of Mr. Marais. When the regular courts were open, said Lord Campbell and Cranworth, the Crown had no power to look to any other tribunal. The same learned authorities added that such power could only be conferred by the Legislature. His (Mr. Haldane) submitted that an opportunity ought to be given, to argue the question whether in Cape Colony, the right to proclaim martial law had not been exercised beyond the necessities of the case. Mr. Marais was arrested at Paarl, 89 or 40 miles from Cape Town, where he could have been tried by a civil court, and they took him to Beaufort West, more than 300 miles further, where there were only military Courts.

The Lord Chancellor: If the public safety and that of the Realm render it necessary to suppress the ordinary law you are not bound to order individual cases to prove the necessity of doing so to state the charge.

Mr. Haldane: But if you take a British subject from a place where he might have been tried by the ordinary tribunal and deport him to another place for the offence, suppose bringing him under a military Court, then surely necessity ought to be proved. The ordinary Courts were sitting when Marais was arrested.

Lord Shand: Who is to try the question whether any particular district should be under martial law or not? That must be decided by the ordinary Courts of the land.

The Lord Chancellor: What is the locality of actual war? Do you limit it to the battlefield?

Mr. Haldane: The test is necessary. There can be no necessity if the war is a long way off.

Lord Shand: Who is to judge of the necessity if not the men who conduct the war? Mr. Haldane submitted that there was not in English history any case of the ordinary administration of justice being suspended because of a state of war.

The Lord Chancellor: If you are dealing with a local disturbance which it would be absurd to describe as rebellion you may argue in that way, but where you are dealing with an invasion it is different.

The Court having announced in private the Lord Chancellor announced that leave to appeal would be refused. The reasons for this decision would be put in writing, and given at a later date.

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THE PRINCE OF WALES'S ARMS.

The standard of Wales is the 'Red Dragon of Wales upon a white ground,' and it is this symbol which has been embodied in the arms of the Prince of Wales. The standard was made famous by the last of the great Welsh leaders, Owen Glyndwr, who led an insurrection against Henry IV. of England, and for 15 years he kept the King's forces at bay. In the latter years of his life he was pardoned by Henry V. Eight months ago a committee of Peers and Commanders sat to consider the question of securing the recognition of Wales in the Royal arms. On June 20 Sir William Unwin informed the committee as the result of communications which had passed between himself and Sir Francis Knollys it was clear that no alteration would be permitted in the Royal arms; but, the possibility having been suggested that something might be done to meet the wishes of the committee in connection with the arms of the Prince of Wales when that title comes to be revived, the committee decided to present a petition to the King praying that steps in this direction should be taken. It is in answer to this petition that the recognition of Wales has been made. The other insignia of the Prince of Wales comprise in the first place the special feature known as the Prince of Wales's Feathers, consisting of three ostrich plumes, customarily figured as drooping, though it appears that in 1873 it is form was abandoned for the older one, in which the feathers are strictly erect. At the base of these there is an antique coronet, pendant from which is a scroll with the motto 'Ich Dien' (I serve), both feathers and motto having been taken by the Black Prince from the head of the King of Bohemia, who was slain in the battle of Cressy. The Prince of Wales has also his distinctive coronet, which resembles St. Edward's Crown, (surmounted, however, with the orb), and is of gold without jewellery. His Parliamentary mantle is adorned with five bars of ermine, each bar having a gold lace above it. That worn at a coronation is doubled below the elbow with ermine, spotted diamond wise.

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Albatross	battleship, 1st class	12,950	16	13,500	Captain W. W. Hewett, R.N.	Hongkong
Albatross	aloop	1030	6	1400	Commander Walter Carey	Nanchang
Albatross	cruiser, 2nd class	4300	10	5000	Captain J. Startin	Shanghai
Albatross	cruiser, 1st class	11,000	16	18,000	Captain H. Cherry	Yokohama
Albatross	cruiser, 2nd class	4300	10	9000	Captain C. J. Baker	Shanghai
Aurora	armoured cruiser, 1st class	5600	12	8500	Captain E. H. Bayly, C.B.	Hongkong
Blenheim	cruiser, 1st class	9001	12	13,000	Captain F. H. Henderson	Hongkong
Blenheim	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Hongkong
Blenheim	cruiser, 3rd class	1770	6	3500	Comdr. E. H. Martin	Singapore
Blenheim	gunboat, 1st class	710	6	1300	Lt.-Comdr. E. A. Baird	Hongkong
Blenheim	cruiser, 1st class	12,000	14	21,000	Captain H. M. Tudor	Hongkong
Blenheim	water tank and tug	390	—	300	Master T. Passmore	Hongkong
Blenheim	aloop	1140	8	2000	Comdr. W. G. Pakenham	Hongkong
Blenheim	cruiser, 2nd class	5600	11	9000	Captain R. H. S. Stokes	Hongkong
Blenheim	cruiser, 1st class	7330	12	10,000	Captain W. A. Page	Hongkong
Blenheim	g.-M. 3rd class coast defence	283	2	300	Lieut.-Com. G. G. Hardy	Shanghai
Blenheim	torpedo boat destroyer	280	6	5700	Fleet Reserve	Hongkong
Blenheim	gunboat, 2nd class	455	4	360	Lt.-Com. C. B. Batty-Pownall	Canton
Blenheim	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Hongkong
Blenheim	battleship, 1st class	12,950	16	13,500	Captain Lewis Wintz	Hongkong
Blenheim	torpedo boat destroyer	275	6	4000	Lieut.-Com. G. C. Hardy	Hongkong
Blenheim	torpedo boat destroyer	275	6	4000	Comdr. H. J. Davidson	Hongkong
Blenheim	storeship	1640	6	3900	Fleet Reserve	Hongkong
Blenheim	torpedo boat destroyer	275	6	4000	Lt.-Comdr. G. B. Powell	Yangtze-Kiang
Blenheim	river gunboat	180	2	800	Re-building	Hongkong
Blenheim	river gunboat	180	2	800	Captain W. G. White	Amoy
Blenheim	battleship, 1st class	12,950	16	13,500	Captain J. H. T. Burke, C.B.	Hongkong
Blenheim	armoured cruiser, 1st class	5590	12	8500	Lt.-Com. C. P. Mansel	Hongkong
Blenheim	torpedo boat destroyer	350	6	1400	Commander W. H. Nicholson	Hankow
Blenheim	aloop	775	6	720	Lt.-Comdr. A. H. Oldham	Hongkong
Blenheim	cruiser, 1st class	3600	6	7000	Capt. Harry C. Reynolds	Hongkong
Blenheim	cruiser, 1st class	735	6	1200	Lt.-Com. Hector Watts-Jones	Hongkong
Blenheim	gunboat, 1st class	835	6	650	Lt.-Com. Morris H. Smyth	Hongkong
Blenheim	Surveying-vessel	805	6	720	Lt.-Com. Charles F. Corbett	Singapore
Blenheim	gunboat, 1st class	85	2	240	Lieut.-Com. G. G. Webster	Hongkong
Blenheim	river gunboat	980	6	1400	Comdr. C. A. W. Hamilton	Weihaiwei
Blenheim	aloop	85	2	240	Lieut. Com. Murray Lockhart	Hongkong
Blenheim	river gunboat	85	2	240	Lt.-Comdr. R. W. Dalgety	Hankow
Blenheim	gun-vessel, 2nd class	755	2	870	Fleet Reserve	Hongkong
Blenheim	torpedo boat destroyer	250	6	6000	Captain F. G. Stoyford	Hongkong
Blenheim	cruiser, 2nd class	6000	11	9000	Commander Francis Powell, C.B.	Hongkong
Blenheim	receiving ship	4650	6	—	Re-building	Hongkong
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Blenheim	Surveying ship	620	—	450	Lt.-Com. C. Mackenzie, D.S.O.	Hongkong
Blenheim	torpedo boat destroyer	360	6	1000	Fleet Reserve	Hongkong
Blenheim	coast defence ship, armoured	2750	4	650	Lieut. Com. Hugh Somerville	Hankow
Blenheim	river gunboat	150	2	650	Lieut.-Com. Chilcott	Shanghai
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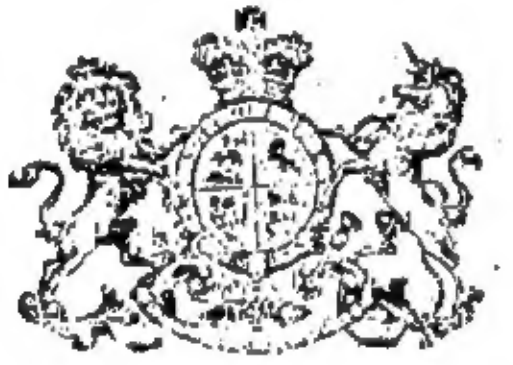
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Transfer Books of The Hongkong, Canton & Macao Steamship Co., Ltd., closed from this date to the 31st Feb., inclusive.
Goods per Cathay Agent not delivered after 2 p.m. this date handed.

General Memoranda.

THURSDAY, January 23:—
11.45 a.m.—Meeting of Shareholders of The West Point Building Co., Ltd., at the Company's Office.
Noon.—Meeting of Shareholders of The Hongkong Land Investment & Agency Co., Ltd., at the Company's Office.
Goods per *Lans* unclaimed after Noon this date subject to rent and landing charges.
5 p.m.—Meeting of Shareholders and Subscribers of the St. John's Cathedral Church at St. Paul's College.
FRIDAY, January 24:—
Transfer Books of The Hongkong, Canton & Macao Steamship Co., Ltd., closed from this date to the 31st Feb., inclusive.
SATURDAY, January 25:—
9 a.m.—Meeting of Shareholders at the City Hall.
SUNDAY, January 26:—
Goods per *Paromotti* not cleared at 4 p.m. this date subject to rent.
MONDAY, January 27:—
Noon.—Meeting of Shareholders of the Humphreys Estate & Finance Co., Ltd., at the Company's Office.
WEDNESDAY, January 29:—
11.30 a.m.—Meeting of Hongkong Benevolent Society.
MONDAY, February 3:—
9 p.m.—Promenade Concert at the City Hall.
TUESDAY, February 4:—
Noon.—Meeting of Shareholders of The Hongkong, Canton and Macao Steamship Co., Ltd., at the Company's Office.



Established A.D. 1841.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S
Celebrated
VERY OLD LIQUEUR
SCOTCH WHISKY.

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BLEND.

Pronounced by Connoisseurs to be the
BEST BRAND in the FAR EAST.
Per Dozen ... \$15.00.

The following Blends are also recommended, and are unsurpassed in quality.—

A—THORNE'S BLEND \$10.50

B—GLENROCHY, MELLOW BLEND, a fine 'Soda' Whisky of great age..... 10.80

C—ABERLOUR-GLENLIVET 12.00

D—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies 14.40

A. S. WATSON & Co., Limited.

THE HONGKONG DISPENSARY,

QUEEN'S ROAD CENTRAL.

BIRTH.

On the 15th January at Shanghai, the wife of Andrew Burr, M.E., F.G.S., of a daughter.

MARRIAGE.

On the 16th January, at H.B.M. Consulate, Shanghai, and afterwards at the Union Church by the Rev. A.M. Craig, M.A., of Kohn, Scotland, assisted by the Rev. C. E. Darwent, M.A., ARXOLD, eldest son of Alexander Holton, at one time of Rangoon and now of Riverside, California, to KATE, eldest surviving daughter of the late William Hyde Lay, H.B.M. Consul, Chetow.

DEATHS.

On the 16th January, at the Victoria Nursing Home, Shanghai, ROBERT SINSEY HARVEY, aged 55 years.
On the 17th January, at No. 14 Willie Road, Singapore, JOHN EUGENE GEARY, aged 69 years.

The publication of this issue commenced at 6.25 p.m.

The China Mail.

HONGKONG, TUESDAY, JANUARY 21, 1902.

EDITORIAL COMMENT.

Consul McWade is to THE BELIEVER in the very early stages of the Chinese mind, and the like effort which he in conjunction with the French Consul, has made to reduce the friction and prevent the trouble arising constantly from Convert cases in Kwangtung. The whole question bristles with difficulties. It is, indeed, a veritable Sisylla and Charybdis, and doubtless that is the reason why so many able and experienced Consuls have turned aside from the question in despair, honestly believing that nothing can be done to arrest this great and growing evil, which, judging from reports received from all parts of China, threatens, unless it can be dealt with effectually, to cause untold trouble in the near future. Theoretically, these new regulations are as nearly perfect as they can be. The one point that needs to be emphasized is the necessity for each and all concerned to fulfil their part in the contract. Assuredly, if one fails, whether Magistrate, Consul, missionary or convert, these regulations, so excellent in themselves, will remain a dead letter. While it is perfectly true that these regulations will greatly help missionaries in their determination to resist the appeals being constantly made to them to take up cases of so-called persecution, which are purely civil cases, yet a heavier responsibility is laid upon them which in the end may have the desired result of missionaries 'washing their hands clean' of all disputes and refusing absolutely to have anything to do with converts' cases whether real or false. It only remains to point out that the Viceroy has to some extent gone back on some regulations issued last year, in which he ordered that no distinction was to be made between converts and non-converts, for all alike were Chinese subjects. Has he found this impracticable and so taken to the new regulations, which are very suitable if the old distinctions are to be maintained? The largest responsibility rests with the Chinese mandarins: let them administer justice without reference to a man's religion or station in life and ninety per cent of the so-called convert cases will immediately disappear.

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LOCAL AND GENERAL.

Notes by the Way.

Warren's Circus is at Singapore.

H.M.S. *Daphne* left Hongkong for Singapore and England on the 7th inst.

H. E. Sir Henry Blake was the guest of the Hon. C. W. S. Kynnersley at Singapore on the 9th inst., on his way to England.

The Russian Volunteer Fleet steamer *Modon* arrived at Singapore from Sevastopol on the 11th inst., with troops on board for Vladivostok.

During the week ended 18th January, there were one fatal case of plague and one case of diphtheria reported as occurring in the City of Victoria.

While Hongkong literally gasps for water, Singapore has been having a record rainfall. A portion of the town was flooded on the 9th and 10th inst.

Mr. Gentle, President of the Singapore Municipal Council from 1896 to 1901, was presented with a large and handsome published roll of council members from the officers of the Municipality on his retirement from office.

With much regret (says the *Singapore Free Press* of the 11th inst.) many will hear of the death of Capt. J. E. Geary, one of the old-time skippers of this port. He was for many years on the Bangkok run, and was a great favourite from his cheery manners.

The mortality returns for Singapore for the week ended Jan. 4 show a ratio per mille of population of 47.50, the total number of deaths being 215. Against 20 to 25 years of age account for 100 of the total. Fever was the cause of 64 deaths; phthisis of 34; and beriberi of 21.

Crocodile's Tears.

The following translation of an Imperial Decree issued at Peking on the 8th inst., is taken from the *N. O. Daily News*:—

A special decree in the name of the Emperor Dowager.—Last year, during the confusion arising from the disturbances in the Capital, the late Imperial Concubine, Chen Fei, was prevented from accompanying us in our flight from Peking, resulting in her committing suicide to avoid insults. The firmness of will and chastity shown by Chen Fei is indeed worthy of commendation, and we hereby bestow upon her the posthumous honour of Kwei Fei, or Imperial Concubine of the First Class, as a mark of our esteem and admiration of her conduct. Let the yamens concerned take note. Note.—The report is that 'in her anger at the influence of the late Chen Fei over the Emperor, the Empress Dowager ordered the former to be thrown into a well and big stones thrown after her as the Imperial refugees fled from the Palace on the 15th of August, 1901, the excuse being that it was impossible to wait for her, Chen Fei being at the moment of the flight in another part of the Palace.—Translator.

Serious Fire.

Last night, a rather serious outbreak of fire took place in what is reputed to be the busiest and wealthiest part of the Colony, namely Wing Lok Street. At 11.20 p.m., the fire brigade was summoned to No. 115, Wing Lok Street, a building in which are kerosene oil, cigars and tobacco, sweetmeat, dried fish, and foreign goods stores. It appeared that the flames had gained a firm hold on this building before the alarm was raised, and when the brigade under Acting Deputy Superintendent MacKie, arrived on the scene, it was found that their work was cut out for them. Three steamers set to work on the Priya Wall and copious streams of water were thrown on the burning building. Many spectators arrived on the scene and these hampered the operations a little. Aided by the inflammable nature of the material, the fire quickly gained ground and Nos. 117 and 119 were also attacked. Nos. 121 and 123, Bonham Strand, situated immediately behind, were also caught in the flames and the fire had now assumed a very serious aspect. Exerting themselves to their very utmost, the firemen succeeded in getting the flames under control. The flames rose high in the air and showered sparks in all directions. As a result of this, the house No. 369, Queen's Road, nearly 250 yards from the scene, had a very narrow escape. A quantity of matting stored on the roof ignited, but the occupants succeeded in extinguishing the flames before much damage was done. About one o'clock, the firemen had got the fire well within control, but before extensive damage had been done. Policies are held with different companies for \$25,000, but the damage done is estimated to be far above this amount. Nos. 115 and 117, Wing Lok Street, and Nos. 121 and 123, Bonham Strand, were completely gutted, and much valuable contents destroyed. No. 113, Wing Lok Street and No. 129, Bonham Strand, were partly destroyed by fire and water. How the fire originated is as yet a mystery, and the police are investigating this and other facts connected with the outbreak.

Mauled by a Panther.

The *Tampoon Gazette* of 31st ult. reports:—A few days ago the town of Bussien was the scene of wild confusion owing to the visit of a panther which mauled four natives and Mr. Gordon, a resident of the place. The animal came in from the outskirts, and walked about the roads, attacking the people he chanced to meet. Mr. Gordon took out his gun and fired from about fifteen feet, but somehow he missed, and the animal pounced on him and severely mauled him, according to the right shoulder and the back of the head. He was taken to the Bussien Hospital with the four injured natives, and is reported to be out of danger now, while the natives have died from blood poisoning. The panther was eventually killed by some Burmese, who pluckily tackled him with clubs. The following day, the mate of the panther entered the town, and several residents turned out in pursuit, but the animal is reported to have escaped unscathed.

Football Match.

A return match between St. John's Cathedral Choir team and Hongkong Football Club's 'A' team took place at Happy Valley yesterday. Both sides lined up a man short as follows:—Hongkong F.C.—G. T. Kew; T. W. Hornby and W. G. Worcester; L. C. Rees, E. J. Davis, and L. J. C. Anderson; G. H. Edwards; J. A. Woodgate, Graham, and E. D. C. Wolf. St. John's Cathedral Choir—W. Armstrong; C. H. P. Hay; A. Cunningham, P. Thomson, and A. G. Ward; H. Raby, P. Gregory, Surg. Hunt, Surg. Adams, and G. W. Coster. Referee—Mr. F. Browne, Hongkong F.C. The Choir pressed hard during the greater portion of the first period, and from a swift pass by Adams, Gregory with his head negotiated a beautiful goal. This proved to be the only goal of the match. The Club team certainly improved in the second period, but were weak at the goal mouth. The match, though played was not of a high order of merit, interesting from beginning to end. On the occasion of the last meeting of the team, the Club pulled off the match by 3 goals to nil.

Hongkong Volunteers.

Church parade was very largely attended on Sunday by the local volunteers. On returning to the parade ground after an excellent discourse by Rev. R. F. Cobbold, His Excellency Major-General Sir W. Gascoigne, K.C.M.G., who was accompanied by his staff, addressed the men. He said he had been requested to perform an act which gave him the keenest possible pleasure. So far as he was aware, this was the first occasion in the history of the Corps that one of its officers had received the Long Service Decoration. Major Chapman, he said, had seen twelve years' service as an officer in a Volunteer regiment at home, a Yorkshire Regiment, and on coming out to Hongkong obtained a commission and now completed in various grades an additional twenty years—a long period, truly, of efficient and valuable work. His Excellency then referred to the responsibilities of the Corps in the matter of the defence of the Colony, and concluded by pinning the Colonial Long Service Decoration on the breast of Major Chapman. The parade was then dismissed. Afterwards, Major Chapman handed to Sergeant Gosnell, R.A., a beautifully-classed silver salver subscribed for by the non-commissioned officers and men of the Field Battery, on the occasion of the sergeant's approaching departure for home. In making the presentation, Major Chapman said that Sergeant Gosnell was one of the best that unit of the Volunteer Corps. Sergeant Gosnell leaves for England on Wednesday by the *Patrolus*.

M. de Bloitz has been the chief representative of the Times in Paris for something like twenty-seven years. He has a salary of £4,600 a year, and the establishment of an ambassador.

LOCAL AND GENERAL.

News from the Philippines.

Rear-Admiral Tolohkpine, with part of the Russian Far Eastern Squadron, is paying a social call at Manila.

The little *Egypis* built in the yard of Messrs W. S. Bailey and Co., Hongkong, had a very rough passage going down to Manila. She is a water boat, with a tank capacity of 50 tons.

The Transportation Company of New York has shipped to the Philippines twenty-four new steam lighters, each of 200 tons burden, for service in the transportation department.

The *Rebi*, a sister ship to the *Zofia*, arrived on Sunday from Scotland with a cargo of freight, says the *Manila Times* of the 8th inst. As soon as she has finished discharging she will proceed to Hongkong, where she will be put in shape to take her regular place on the Hongkong-Manila run.

The proposed project of establishing a military prison at Grande Island, Subig Bay, has been abandoned by the Military authorities, and a prison will be established at some point more accessible to the disturbed districts of Laguna and Benguet. It will in all probability be located on one of the islands in the Laguna de Bay.

The Oil Trust.

The *Daily Mail* of the 18th ult. says:—Despite the circumstantial stories about the alleged absorption of the Shell Transport Company by the Standard Oil Trust, Sir Marcus Samuel and Co., managers of the former, again give them denial. 'We do not deny that negotiations with that end in view are taking place,' they say, 'but there have been negotiations for the last ten years. At the present moment they are certainly not completed, any more than they have been before. We might get a telegram in half an hour saying they were finished; but we should be very much surprised if we did.'

Vitriol Throwing at Singapore.

At midnight, on the 6th inst., as a Mr. C. Moore, employed at the Municipal Abattoirs at Pulau Saigen, was going on duty, a quantity of vitriol was thrown in his face by an unseen assailant. The vitriol went all over his face and chest, burning through his clothes. Mr. Moore shouted for help, and some native employees from the Abattoirs poured water over him, but unfortunately the acid had already done its deadly work, and the doctors fear the unfortunate victim's sight has been totally destroyed. Mr. Moore has a wife and a large family dependent on him. A watchman, formerly employed at the Abattoirs, is suspected of having committed this cowardly attack.

The Study of Chinese.

It is notified from the War Office that in order to further encourage the study of Chinese in the Army, specially selected warrant and non-commissioned officers, who are strongly recommended for zeal and general proficiency, and who have at least three years to serve, shall be eligible for the examinations for officers, ordered in September, 1899. If they attain the standard of proficiency required by the order, they will be granted £100, if awarded 75 marks in colloquial knowledge, and £100 for 75 marks in writing and translating. Soldiers receiving these awards will not be allowed to purchase their discharge within three years from passing the examination.

An Undergraduate's Adventure.

An unusual incident was witnessed at Henden on 17th December, when Mr. Frank W. Cooper, a young undergraduate of Clare College, Cambridge, made an ascent in a balloon from the grounds of the Wolah Harp, and dropped in a parachute from an altitude of 1,500 feet into the garden of a private house about a mile and a half away. The balloon when liberated shot quickly up into the air, reaching the height of 1,000 feet in less than half a minute. Mr. Cooper, who swung violently to and fro, seemed to the spectators below to be in difficulties, and after detaching himself had a dead fall of 300 feet before the canvas inflated and the parachute began to gradually descend. On alighting, the daring young ascendant was none the worse for his adventure, but described the sensation of the first part of his fall as decidedly uncomfortable.

Talking of Quiversful.

Talking of quiversful (writes the *Weekly Topicist* of the *Singapore Free Press*) what is a poor man to do when his wife punctuates his existence annually by providing him with what, if she were allowed to go on, would prove a whole arsenal of those blessed weapons, babies? It was a Mr. Ormsby. But it was also a Mrs. Ormsby that he had to reckon with. His life was made wretched by the child of unfeling and probably celibate friends. Going down town of coming back to his domestic sanctuary it was always the same thing. 'Any more babies this morning Ormsby?' 'How many last time, Ormsby?' 'Have you insured against five, Ormsby?' What, the Topicist would again ask, was the poor man to do? Well, he simply ran away. Anywhere out into the world, where the doctors cease from troubling and weary mat-nurses take a rest. In this name of Lucia, pray read this, and say, fair reader, whether he was not justified in his flight:—'Chicago, Wednesday, Nov. 27.—A remarkable divorce case is attracting great interest here. The plaintiff, Mrs. Josephine Ormsby, charges her husband with drunkenness, cruelty and desertion. During the seven years of their married life Mrs. Ormsby has been the mother of one set of triplets, two pairs of twins, three single children, and one set of quadruplets. These last are now living, the others being dead. When the quadruplets were born £200 was raised by public subscription and presented to the happy mother, who is now earning \$50 a week by exhibiting herself and her offspring at a dime museum.' If Mr. Ormsby would be wise in his generation, even the prospect of sharing that \$50 a week will not tempt him back into a domestic society that has proved already so disastrous to his peace of mind.

A GOOD COUGH MEDICINE.

[From the *Gazette, Townsville, Australia*.]
I find Chamberlain's Cough Remedy is an excellent medicine. I have been suffering from a severe cough for the last two months, and it has effected a

TELEGRAMS.

[CHINA MAIL SPECIAL SERVICE]
APPOINTMENT FOR YUANSHI-KAI.

(From Our Own Correspondent.)
SHANGHAI, 21st January, 10.15a. m.
Yuanshikai, Viceroy of Chihli, has been appointed adviser to the Cheongwee, formerly known as the Taungli Yamen.

[REUTERS SERVICE.]
OBITUARY.

London, 18th January, 1902.
Sir E. Ashmead-Bartlett, M.P. in the Conservative interest for Ecclesall, Sheffield, is dead.

SENTENCE ON DR. KRAUSE.

Dr Krause has been sentenced to two years imprisonment, the maximum penalty allowed for attempting to incite to murder. The judge excluded the graver count of inciting to murder, because it was not proved that Cornelius Brockman had received the letters sent to him by the prisoner.

THE SOUTH AFRICAN WAR.

London, 19th January, 1902.
While carrying a letter post at the point of the bridge near Grimsby, Grimsby and West, Major Whitehead, of the Royal Munster Fusiliers, and four men, were killed and five wounded.

EXECUTION OF SCHEEPERS.

The Chief Commandant Scheepers has been shot.

KRITZINGER'S TRIAL.

The trial of the Chief Commandant Kritzinger now begins.

THE UNITED STATES AND CHINA.

The correspondent of the *Telegraph* at Washington, states that President Roosevelt has ordered the return to China of \$576,000, the value of the silver seized by American marines at Tientsin.

HAINAN NOTES.

(From Our Own Correspondent.)

Honolulu, 7th January.

When Li-Hung-chang issued his proclamation legalizing gambling, there was a general protest here on the part of those who expressed the common morality of the people. As they say, 'Who ever heard of a magistrate authorizing gambling? From the most ancient times the authorities have always forbidden gambling. That Li-Hung-chang is a rascal.'

In one District, Lin-ko (臨高縣), the magistrate refused to issue the Vice-roy's proclamation, but started out to secure the funds that were to come from licensed gambling by extra taxes on houses, boats, etc. This is one of the worst districts in Hainan, being full of pirates, robbers and cut-throats. Indeed, it is said that one harbour is entirely beyond the control of the authorities who are not strong enough to cope with the pirates, so they rule themselves regardless of law and authority.

Such a people are not the ones to submit to the burden of extra taxes and be deprived of the joys of gambling. So there has been great ferment in the district, and within a few days the following placard will be posted all over Hainan and other large places:

'Ngou Chi-Tan 吳志道, magistrate etc of Lin-ko, is an unscrupulous oppressor, who has aroused the people to rebellion with the knowledge of his superiors. Let us hasten to destroy oppressors; if there is delay and hesitation there will be a great upheaval. It is not that the people are bad, but the authorities are tyrannical. Every heart is now ready, the magistrate's doom is at hand and the people's cause will be avenged. This is to let every one know the fact and to arouse chaos in the district.' (Enclosed find the characters.)

Some of the people actually had the audacity to come to me with the request that I intercede for them with the Tso-tai. They used the names of several high-grade graduates, and gave the reason that the taxes destroyed the profits of their fishing boats. I do not know what is now occurring. They say the Tso-tai has received a good bonus from the magistrate, and so sustains him.

Steamer on Fire.

The Norwegian steamer *Bygdo* (Captain Carlsen), which is lying at the Austrian Lloyd Company's quay in the Harbour, caught fire to-day. She was half loaded with Chinese cargo (joss-sticks, matting, etc.) for Singapore, and the flames burned briskly in her hold. The floating fire engines were in attendance from Tsimshatui, and a large staff of tars from the British men-of-war in the Harbour, under the personal superintendence of Rear Admiral H. T. Grenfell, worked heroically in their efforts to save the vessel. Hon. Com. R. Murray Russell, Mr Basil Taylor and others were also on the scene. The holds were filled with water and in this way the flames were overcome. How the fire originated, and the extent of the damage are as yet unknown. Messrs Sander, Weiler and Co. are the agents.

PIRATES ON THE WEST RIVER.

Another Outrage.

On the 19th inst., at seven o'clock in the evening, the steam launch *Wang Fat* was towing a passenger boat from Desing to Saiman (Samsat) when the boat was raided by pirates. It is presumed that the pirates got on board at Desing and had their arms concealed on their persons. At any rate, so far as we have been able to ascertain, the facts are those. While off Wengkong, the large Customs Station where the towing launches have to report, a number of pirates among the passengers, who were apparently working in concert, started to overboard their fellow passengers, using violence in cases of resistance. The howls and shouts of the robbed people brought round the guard boats, which succeeded in capturing six of the pirates. The others had jumped on to the steam launch and took complete charge of her even to working the engines. They went on to a place called Lingshan with the launch and its crew. Lingshan is the mountain range on the left bank of the Shui-hing Gorge. Here they went ashore and escaped to the hills, taking along with them one of the engineers and one seaman as hostages. They told the launch people left behind that, if the six captured pirates were executed, the same fate would befall the hostages. The launch was ordered at the Customs Station, at Samsat, and the Commissioner ordered the Shui-hing native authorities to push matters and endeavour to recover the men from their captors. The launch is reported to be a British one, but no Europeans were on board.

CANTON NEWS.

NEW REGULATIONS FOR THE CONTROL OF NATIVE CHRISTIANS.

The Canton *Yang Hui Pao* publishes in full Viceroy Tse's proclamation dealing with the important question of the better control of native converts with a view of preventing strife among themselves and also between the converts and non-Christians.

Recently the U.S. and French Consuls conveyed to me in person a document dealing with the control of native Christian affairs. When this document was translated into Chinese I (Tse) found it to contain many excellent suggestions with which I am thoroughly in sympathy. I have observed, says the Viceroy, 'when the native Christians have failed to keep the law, that they place over the doors of their houses the character 教堂 (church) relying on this to save them from punishment. Let it be understood from this time forward that the above characters are only to be written over the doors of regular and bona fide churches. In this way, many irregularities will be prevented. This additional regulation was submitted to the U.S. and French Consuls, and met with their approval.'

The new regulations are as follows:—
First—It shall not be competent for any foreign missionary to interfere in the litigation of native Christians.
Second—In all civil disputes between converts and converts or between converts and non-Christians, the order of procedure shall be, first, the help of the local gentry must be sought. If the gentry fail to effect a settlement, then the case may be laid before the District Magistrate. Should there be good reason for doubting the justice of the decision of the Magistrate, the missionary will then carefully and justly investigate the cause of the dispute. If the result of this investigation proves that the case has no connection with religion, the missionary must not interfere.
Third—Whenever disagreements arise between the followers of different churches or between Christians and non-Christians, the missionaries must do all in their power to restrain their own members and prevent trouble. If the ecclesiastics and members do wrong, the missionaries concerned must make a thorough inquiry and hear all the evidence.
Fourth—In the case of civil fights, it is the duty of the native Christians to advise peace and refrain from fighting. If they disobey the injunction of the missionary and engage in fighting, no matter whether openly or secretly, they will incur a severe punishment, because that class of men is dangerous both to the church itself and to those who are beyond its pale.
Fifth—Whenever there is prima facie evidence for believing that the converts are being persecuted (for their religion), after a full and searching examination into the case, the missionary must inform the District Magistrate, the petition, stating clearly all the circumstances, the usual decorum in presenting such a petition to be observed. If the District Magistrate does not do his duty the missionary may appeal to his Consul.

Sixth—Robbers, pirates and criminals of the deepest type are being continually admitted to the Christian church. The missionary must examine with great care all who seek admission to his church. Before this is done, men ought not to be received as members.
Seventh—This is the Viceroy's additional regulation. From this time forward, only regular bona fide churches will be recognized.

The girl who learns how to cook a good breakfast will never have to bestow her affections on pug dogs and parrots.

CORRESPONDENCE.

THE PLAGUE. ANOTHER SUGGESTION.

To the Editor of the 'CHINA MAIL.'
Hongkong, January 20.
Sir—Seeing the plague has again shown its ugly face amongst us, I beg to suggest to the Sanitary Authorities that they provide disinfectants to all residents in the Colony at 25 per cent under cost price; the retail prices in the Colony are high, and the lowering of them would allow many more people to use them than now do so, thus probably restricting the spread of plague and allaying anxiety—Yours, &c., P.

SUPREME COURT.

IN CRIMINAL SESSIONS.
(Before His Hon. A. G. W. Esq., Acting Chief Justice.)
Monday, 20th January, 1902.

THE CASTLE PEAK ROBBERY.

Kwok Wai, Kong Chan Sing, Ng Ju and Lam Cheung were charged with 17 or 18 persons of robbery being armed, larceny, and receiving.
They pleaded not guilty, the first prisoner being defended by Mr Morgan Phillips, barrister-at-law, instructed by Mr O. D. Thomson.
The following jury was empanelled, viz.—A. P. de J. Scaros, C. C. Gref, W. P. Lambert, J. Ramsay, E. S. Galtbay, A. M. Baptista and D. M. Graham.
The Attorney General (Mr W. Meigh Goodman, K.C.) dealt at length with the facts of the case. On the 16th December, the prisoner went to the 7th or 18th prisoners on board, left for a place beyond the New Territory. When at Castle Peak Bay, certain of the passengers, alleged to be the prisoners, overpowered the crew with revolvers and robbed the Captain and other passengers, and went on shore with their booty.
After evidence, the prisoners were all found guilty, and each sentenced to suffer 20 strokes and seven years' imprisonment.

Tuesday, 21st January.

MARRIAGE OUTRAGE.

Dung Chun was charged with having, at Victoria, on 25th November, killed Ho Man.

The pleaded guilty.
The Attorney General (Mr W. Meigh Goodman, K.C.) said that he had come to the conclusion that it would not be safe to charge prisoner with murder. The facts were that there was a club at No. 123, Hollywood Road, which Chinese musicians were in the habit of frequenting. On this particular evening they had a meeting, and sat down in a friendly way to supper about 2.30 in the morning. Supper lasted till 3.30, and there was no doubt that they consumed a fair amount of champagne and wine, and, perhaps, in full command of their intelligence. Under these circumstances, a quarrel took place between the deceased man and prisoner as to who ought to have been employed in relation to a former occasion when a mission was wanted. It seemed that, when people wanted a mission, they applied at the club and the musicians went in relation. A Chinese doctor living in a room at the back of the Club said there was a good deal of noise and he requested them to be quiet. It was prisoner's fault, he said, that the fight began. There were two distinct fights. First, the two men fought with fists and then, before their tempers had time to cool, they fought again. The prisoner, according to the dying deposition of deceased and to his own story, warned the deceased not to fight as he had a knife. The deceased paid no heed, and was stabbed in the abdomen. If the deceased had been properly attended to, his life might have been saved, but the deceased followed the prisoner some little distance and then sank down. He was taken to Hospital and died from peritonitis on 2nd December.

Prisoner said he had nothing to say, but left the matter entirely in His Lordship's hands.
His Lordship said the learned Attorney General had the discretion and had exercised it very fairly and wisely to indict prisoner for manslaughter only. He had read the depositions, and he was inclined to believe, although he could not call it an accident, that it was not a serious case of manslaughter. They were all in the influence of liquor, and he was inclined to believe that prisoner did warn the deceased not to fight, but that he had taken a knife in his hand. Still prisoner had taken a life, and he must be punished for it. Under the circumstances, it would be sufficient if prisoner went to jail for three years, with hard labour.

ROBBERY NEAR KOWLOON CITY.

Yung Tang and Tang Tak were charged with having, on 19th December, at Kowloon, beaten Lau Yang and robbed him of \$30.
They pleaded not guilty, and the following jury was empanelled, viz.—J. M. G. Pereira, H. J. M. de Carvalho, J. Hooper, J. W. C. Bonnar, A. J. Stojani, G. Engel and J. H. Ratis.
The Attorney General said that the complainant had \$37 in his possession, money obtained for two cows which he had brought over from Samsoip to sell. He was returning home by the pass when he and a friend who was accompanying him were attacked by four men armed with bamboo. The friend escaped but he was badly beaten and robbed. The two men were arrested in the course of the following morning and identified as two of the robbers.

Army to Breed its own Horses.
The Army Council is of the opinion that it is impossible to mount men on the proper kind of horse at anything like reasonable rate unless the Government itself raises the horses. It has therefore been decided, says the *Daily Mail*, that an Army horse-breeding establishment shall be formed as early as practicable. Experts will be despatched to South America, Australia, and the Continent to procure the best type of stallions, and expert veterinary surgeons and stud grooms will be engaged. The experiment will be at first conducted on a small scale—probably under the charge of Col. Duck, Director-General Army Veterinary Dept., at the War Office. The horse that the authorities will endeavour to supply is a 'smallish,' wiry animal, which will be trained from the first to carry a soldier. It is expected that, though the initial cost will be heavy, eventually horses will be raised for a fifth of the sum which is demanded and paid in times of war, when prices are inflated.

THE FREIGHT MARKET.

In their Freight Circular for the month of the 18th inst., Messrs Lamko and Rogge write:—

Freights coastwise, since advice by Mail of the 4th inst., have not only improved their position, but, somehow, the market is even more depressed, and in order to secure business, lower rates than lately quoted have been willingly accepted. There remains ready tonnage on the market, including very handy-sized carriers—that no offers worth considering are obtainable. With the Chinese New Year coming on and the Northern ports closed to navigation, trade is usually slack by this time of the year; just at present, however, things are distinctly bad, and no special demand from somewhere is compensating for lack of enquiries in general, as has often happened and has been a soothing factor during the month of January in former years. Anyhow, the period of dulness that the market is passing through is more severe than in recent years, and more prolonged than has been expected even until a few weeks ago, and from present appearances the chances for a very early thorough improvement seem very remote. They depend mainly upon how soon and to what extent business in the southern rice ports will develop.

Reference to the appended list of settlements shows that but very few charters have been concluded during the fortnight: Salento to Philipine has some fixtures at the reduced rate of 21 cents for January, and at 20 and 23 cents for February. For some destinations, immediate loading, less would now be accepted if there were takers. For Hongkong, a cargo has somehow been made up for a small boat, and 10 cents has been paid for charter. Other steamers that were despatched at Saigon have altogether failed to secure business for this port. It is explained that buyers for other destinations pay better prices for what little rice can be bought, the season not having sufficiently advanced. For Java, immediately loading, a charter has been done at 23 cents. Very much better rates are quoted for second half February loading, not good enough though to meet owner's ideas for dates so distant.

A charter from Singapore to this, for timber, a fixture from Hongkong to this at \$2 per ton, and some few fixtures from Moji to this port, at \$1.50 and \$1.75 make up the balance of the fortnight's business. Coal freighters quiet, and Japan advices a fixture effected there for loading at Moji for Hongkong at \$1.65 only; for Singapore there is some demand at about \$2.30.
On monthly terms no transactions are reported, there is some slight enquiry at low figures for March commencement.
Sail Freight.—There is disengaged tonnage in port, as per list, but no charters are reported.

THE MONEY MARKET.

The Outlook.

The following extract is taken from the money article in a recent issue of *The Standard*:—As the termination of the War in South Africa daily grows nearer, the probable effect of that factor upon the course of the Money Market merits attention. The resumption of crushing by the Transvaal Mines, with a steadily increasing output of the precious metal, is, of course, an important element in the situation, and should the entire production be realised in London a weakening effect upon money rates might readily be produced. But this would scarcely be the case immediately, as it must take some little time before the output attains its old proportions. Moreover, it is by no means certain that London will continue to secure practically the whole production. Shortly before the commencement of hostilities an energetic attempt was made by the representatives of the French interest in the mines to divert a part, at least, of the gold produced to Paris, the idea being to forward the metal to Lourenco Marques by rail and thence to Paris via the Red Sea by French-owned vessels, exceptionally cheap freights having been secured. The route adopted, unfortunately, is regarded as a source of vexatious with the usual Cape route, but in spite of this the results of trial shipments to Paris were so profitable, and in some cases slightly more so, than those to London. This project will no doubt be renewed as soon as matters resume their normal condition, and with improved chances of success. French interest in the mines being very large, it seems not improbable that at least one quarter of the Rand output will, in the manner indicated, be diverted to Paris. India, too, promises to be a competitor, although, perhaps, only an occasional one, as the entire demand for exports thither are, of course, the position of the exchanges, and the possibility of the Indian Government increasing its reserve of the yellow metal. A probable effect of the actual cessation of hostilities in South Africa should, however, be the return, or the partial return, of the large amount of specie which, since the commencement of the War, has found its way to the Cape. During the past two years something like ten million sterling in sovereigns was despatched from this country, Australia, and elsewhere to South Africa, and of this large amount only about three millions have found its way into the coffers of the various banks, leaving more than six millions to be accounted for. There is little doubt that the greater part of this is hoarded by the Dutch, although some portion may have been carried out of the country in the pockets of passengers for foreign countries. With the restoration of confidence, this money should find its way to the banks, who already are in possession of large supplies of cash to meet military requirements. Even with the extraordinary recuperative powers of South Africa it must be some time before its trade can offer safe employment for so large an amount of money, and it will not be surprising if some portion should begin to flow back again to London; indeed, one or two very small shipments have already been received. On the other hand, and against these factors which may tend to operate in the direction of ease, must be set the fact that the Colonies will have to come to London to borrow; and this may in some measure check the flow of specie hither; but even if these borrowings take place, a large portion of the proceeds of the loans will be disbursed in London in connection with the purchase of material for railways, &c.

THE SIBERIAN RAILWAY.

Disappointment in Russia.

The Odessa correspondent of *The Standard* writes:—The practical completion of the great Siberian Railway does not appear to have brought so much satisfaction to the Russian Ministry of Finance as was confidently anticipated by that Department when this vast trans-continental enterprise was first undertaken. The gross outlay has far exceeded the estimated cost; while the circular line round Lake Baikal, and other important branches and connections are not yet finished. To repay the cost of construction within a reasonable period the line should bring in a yearly revenue of eighty million roubles, but neither at present nor in the near future is there any prospect of such a result. Russia's trade with China is estimated at thirty-two million roubles per annum, the value of Russian exports to the Celestial Empire being only six million, and Chinese imports twenty-six million roubles. It must be remembered, also, that the chief import of China (tea) is not likely to be diverted, for economic reasons, from the existing sea route.

The cost and time of the overland transit of merchandise from European Russia and from Western Europe generally will seriously militate against the commercial success of the Siberian Line. As far as Russia is concerned, cargo can be transported by steamer from the Black Sea to the Far East in forty to forty-five days at a cheaper freight than the Siberian Railway can afford to accept; and the present rates of over-sea freight will bear a considerable reduction and still give a fair profit. The largest South Russian firms trading with the Far East are said to have discovered already that the railway transport of merchandise over the single-track railway to Vladivostok or Port Arthur will occupy at least from two to three months, and there is little doubt the calculation is fairly accurate. The commercial and industrial development of Siberia will naturally follow the opening of the railway, but it must be a process of comparatively slow growth. For the present, therefore, and for some time to come, the strategic value of the great Siberian Railway may be considered as the chief, if not the only actual gain to Russia from this huge enterprise.

Entertainments.

HONGKONG ST. ANDREW'S SOCIETY.

Scotch Concert,

THEATRE ROYAL,
SATURDAY, 25th Jan.,
at 9 p.m.

BOOKING AT ROBINSON'S.
Hongkong, January 9, 1902. 68

BENEFIT
PROMENADE CONCERT.

FEBRUARY, 3rd and 4th.

CITY HALL 9 p.m.

ORCHESTRA 120.

Band—22nd Bombay Infantry.

5th Hyderabad Contingent.

Bagpipers—H. K. & S. Battalion, R.A.

Ladies and Gentlemen of Hongkong will kindly assist.

BOOKING AT ROBINSON PIANO CO.

Dress Circle 82 Prime seats \$1

Conductor: J. H. Moor, Bandmaster, R.W.F.

Hongkong, January 17, 1902. 122

NOTICE.

SPECIAL HOME RETURN TICKETS.

FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for Two Years (from date of departure to date of arrival on return) for One and One-half Fare.

E. A. HEWITT, Superintendent, P. & O. S. N. Co.

P. DE CHAMPAGNE, Acting Agent, Messageries Maritimes Cie.

MELCHERS & Co., Agents, Norddeutscher Lloyd.

Hongkong, December 24, 1901. 2641

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, 81 each.

Office: 'M' Office.

THE BACK DOOR.

THE Series of Articles entitled 'THE BACK DOOR,' which appeared in the *China Mail*, have been reprinted, and may be obtained in Pamphlet Form.

Price 81

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from 'The China Mail,' WITH AN APPENDIX.

To be had at the OFFICE OF THIS PAPER, Messrs. KELLY & WALES, LTD., And Messrs. W. BREWER & Co.

Price 50 Cents.

三字經
千字文

1.—THE TRI-METRIC CLASSIC.
2.—THE THOUSAND WORDS' POEM.

Translated from the Chinese by E. J. EARLE, F.R.D.

To be had—Price 30 Cents the set—from the 'CHINA MAIL' Office, 5 Wyndham Street.

To-day's Advertisements

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
(Taking Cargo at through rates to Tientsin, CHINKIANG AND HANKOW.)

THE Steamship LYEEHOON, Capt. TH. LEHMAN, will be despatched for the above Port on WEDNESDAY, the 22nd inst., at 5 p.m. instead of as previously notified.

The Steamship has superior Accommodation for First and Second class Passengers.

For Freight or Passage, apply to SIEMSEN & Co., Agents, Hongkong, January 21, 1902. 152

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship HAITAN, Captain ROBERT, will be despatched for the above Ports, on FRIDAY, the 24th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAUREN & Co., General Managers, Hongkong, January 21, 1902. 153

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship PERLA, Capt. S. T. BLAVIAS, will be despatched as above on SATURDAY, the 25th inst., at Noon.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamship. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, January 21. 158

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, POME, PORT SAID, ADEN, COLOMBO, PINGANG AND SINGAPORE.

THE Steamship *China* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—From Trieste or S. S. Metanich transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 28th January, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, January 21, 1902. 155

TO RENT.

A LARGE WELL-FURNISHED ROOM AND BATH, with BOARD. Suitable for Married Couple, or one or two Gentlemen. Terms reasonable and accommodation first class.

'EDWARDS.'
Hongkong, January 21, 1902. 156

THE TRADE MARKS ORDINANCE 1898.

NOTICE is hereby given that Messrs. WAILES DOVE & Co., Limited, of 6 St. Nicholas Buildings, Newcastle-on-Tyne, Northumberland, England, MANUFACTURERS OF CEMENT, ENAMELS, PAINTS, &c., have, on the 28th day of April, 1901, applied for the Registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARKS:—

The device of a CROSS SECTION of a vessel at the top of which is the device of a MAST supporting a FLAG bearing thereon the letters W. D. & Co. Within an oval and extending across the device is the word 'BITUMASTIC' in the name of WAILES DOVE & COMPANY LIMITED, who claim to be the Sole Proprietors thereof.

The TRADE MARK has been used by the Applicants in respect of Asphaltic and Composite Paints for protecting from corrosion the interior parts of Iron or Steel Ships and similar Vessels, Bridges and other Structures of Iron or Steel in Class I.

A facsimile of the TRADE MARK can be seen at the OFFICE of the COLONIAL SECRETARY of Hongkong.

Dated the 21st day of January, 1902.

WILKINSON & GRIST, Solicitors for the Applicants.

157

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL on MONDAY, the 27th inst., at 8.30 for 9 p.m. precisely. VISITING RITE KNIGHTS are cordially invited to attend.

Hongkong, January 21, 1902. 154

A RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, I. M. Customs.

With Woodcuts.

[Reprinted from the *China Review*.]

One of the Best Sketches of Formosa Life yet written.

Price 1.00.

'CHINA MAIL' Office, 5 Wyndham Street, Hongkong.

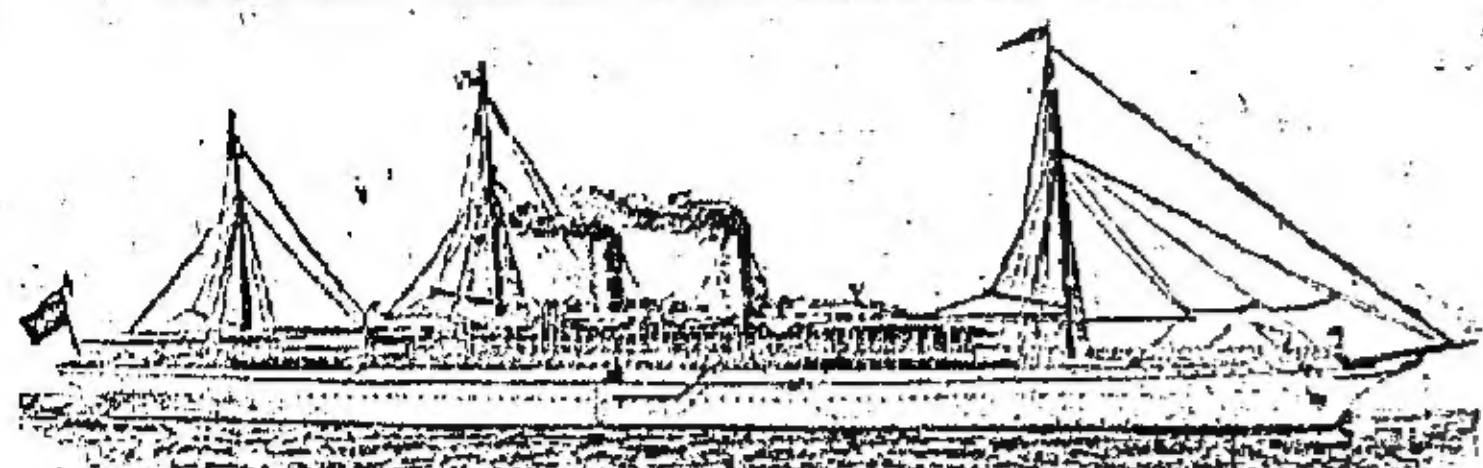
THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

[Reprinted from the *China Mail*.]

For Sale at the *China Mail* Office, Price 50 cents.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Call at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)
* TARTAR, 4425 Tons. Comdr. E. BERTHIAU, R.N.R. WEDNESDAY, 29th Jan., 1902
* EMPRESS OF INDIA, Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 12th Feb., 1902
* ATHENIAN, 3822 Tons. Comdr. H. MOWAT, R.N.R. WEDNESDAY, 26th Feb., 1902
* EMPRESS OF JAPAN, Comdr. H. PITCHER, R.N.R. WEDNESDAY, 12th Mar., 1902
* EMPRESS OF CHINA, Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 2nd April, 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO
VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in
the Trans-Pacific journey, and make connection at Vancouver with the
PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY,
which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal,
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which
passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service
of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL
STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS
TRANS-CONTINENTAL TRAINS (the Company having received the highest award
for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT
MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and
operated by the Company, and their appointments and cuisine are unequalled.

* Special Extra Service.

The Company's Extra Steamships 'ATHENIAN' and 'TARTAR' have now been
placed on the Line between CHINA AND JAPAN PORTS and VANCOUVER, as
additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the
'ATHENIAN' takes 2nd Cabin passengers with accommodation unequalled on the Pacific,
and also Steerage. The 'TARTAR' takes First Class and Steerage Passengers only.
The rate is usually made between YOKOHAMA AND VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to

D. E. BROWN, General Agent,
PEDDER STREET, 1112
Hongkong, January 16, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

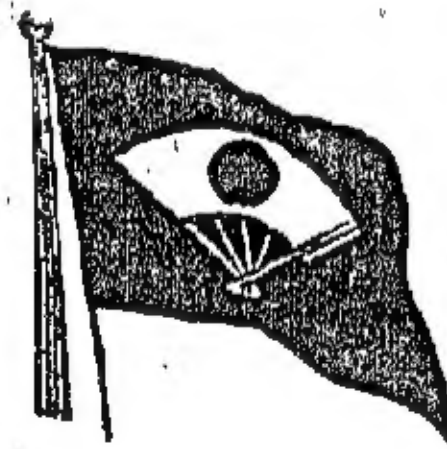
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LYBON, OUELO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.			
S.S. Scania,	28th January, 1902	Freight.	
Capt. SCHMIDT,			
FOR HAVRE, BREMEN AND HAMBURG.			
S.S. Ambica,	12th February, 1902	Freight.	
Capt. DUNKER,			
FOR HAVRE AND HAMBURG.			
S.S. C. Fred, Lucia,	26th February, 1902	Freight.	
Capt. FUCHS,			
FOR HAVRE AND HAMBURG.			
S.S. Andriana,	15th March, 1902	Freight.	
Capt. FUCHS,			
FOR HAVRE AND HAMBURG.			
S.S. Kingstony,	27th March, 1902	Freight and Passengers.	
Capt. CHRISTIANSEN,			

For further particulars apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.
1569
Queen's Buildings, No. 1.

TOYO KISEN KAISHA
(Oriental S. S. Co.)REGULAR SERVICE BETWEEN HONGKONG AND MANILA
IN 48 HOURS.

THE Company's Well-known Steamship
ROSETTA MARU, 876 Tons,
Captain TATE, having been placed on the above service, will be despatched hence
for MANILA, on or about MONDAY, the 27th January, at Noon.

Magnificent Accommodation. Excellent Table. Comfortable Cabins. Unrivalled
Speed. Electric Light.

For Freight and Passage, apply to

MITSUI BUSSAN KAISHA,

AGENTS,
No. 6, Ice House Street, corner of Des Voeux Road, 1st Floor.
Hongkong, January 16, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
SADO MARU,	MARSEILLES, LONDON, and	SATURDAY, 25th
W. THOMPSON,	ANTWERP, Via SINGAPORE, PER-	Jan., at Daylight.
	ANO, COLOMBO and PORT SAID.	
MIKI MARU,	MOJI, KOBE & YOKOHAMA.	TUESDAY, 28th
M. YAGI,		Jan., at Noon.
YAWATA MARU,	SYDNEY & MELBOURNE, Via	THURSDAY, 30th
A. E. MOSES,	MANILA, THURSDAY ISLAND,	Jan., at 4 p.m.
	TOWNSVILLE and BRISBANE.	
SANUKI MARU,	KOBE & YOKOHAMA.	FRIDAY, 31st
		Jan., at Daylight.
HIROSHIMA MARU,	BOMBAY, Via SINGAPORE and	FRIDAY, 31st
T. MUKAI,	COLOMBO.	Jan., at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in
the United States, Canada and Europe, in connection with the GREAT NORTHERN RAIL-
WAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Com-
pany's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.
Hongkong, January 17, 1902.

Shipping.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PINANG, COLOMBO, ADEN, SUET, PORT SAID,
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHEASTERN AND CHIRALTAR TO LAND
PASSENGERS AND LOGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
PRINZ HEINRICH *	SUNDAY, 26th January.
PRUSSIAN *	WEDNESDAY, 5th February.
HAMBURG *	WEDNESDAY, 19th February.
SACHSEN *	WEDNESDAY, 5th March.
KLAUSCHOU *	WEDNESDAY, 19th March.
BAVERN *	WEDNESDAY, 2nd April.
STUTTGART *	WEDNESDAY, 10th April.
KONIG ALBERT *	WEDNESDAY, 30th April.
PRINZESS HEINE *	WEDNESDAY, 14th May.
PRINZ HEINRICH *	WEDNESDAY, 28th May.
PRUSSIAN *	WEDNESDAY, 11th June.
HAMBURG *	WEDNESDAY, 25th June.

* Calling at Amsterdam. * Steamers of the Hamburg-Amerika Linie.
ON SUNDAY, the 26th day of January, 1902, at 10 A.M., the Steamship
PRINZ HEINRICH, of the Norddeutscher Lloyd, Captain R. HEINTZE, with
MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above,
Calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on FRIDAY, the 25th January, Cargo
and Specie will be received on Board until 5 p.m. on SATURDAY, the 26th January.
Contents of Packages are required. No Patent Receipts will be signed for less than
\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardesses.
Lines can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., Agents.
1947

NORTHERN PACIFIC STEAMSHIP CO.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamer.	Tons.	Captain.	Proposed Sailing.
Gloucester	3750	F. Frakes	Feb. 7, 1902
Day of Life	3821	J. S. Cox	Feb. 22, 1902
Tacoma	2811	A. Dixon	Mar. 8, 1902
Victoria	3302	J. Panton	Mar. 15, 1902

THE attention of passengers is directed to the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the
UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and Stewardesses carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL
LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-
continental trains daily from TACOMA. Dining Car is attached to trans-continental trains
day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky
and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA,
TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to

Doddwell & Co., Limited, General Agents.
Hongkong, January 14, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	STEAMER	LEAVING
ANTING, Via SWATOW	MAIZUKU MARU,	WEDNESDAY, 22nd
AND AMOY.	T. SAHO,	January.
TAMU, Via SWATOW	DAIGI MARU,	SUNDAY, 26th
AND AMOY.	T. KITANO,	January.
FOOCHOW, Via SWATOW	ANPING MARU,	WEDNESDAY, 29th
AND AMOY.	K. SUZUKI,	January.

The Co.'s new Steamers are specially designed for the coast trade of South
China and Formosa, and are fitted with all modern improvements. Excellent accom-
modation is provided for 1st class passengers, and a duly qualified Doctor is carried.
All Steamers carry the Imperial Japanese Mails, subject to periodical inspection
by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises
at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information apply to

The MITSUI BUSSAN KAISHA.

AGENTS.
Hongkong, January 20, 1902.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMER	TO SAIL
SHANGHAI AND CHEFOO	HONGKONG	22nd January.
MANILA, ILOILO AND CEBU	SUNSHINE	22nd January.
MANILA	CHANGSHA	20th February.
PORT DARWIN, THURSDAY		
ISLAND, COOK TOWN,		
TOWNSVILLE, BRISBANE,		
SYDNEY & MELBOURNE.	CHANGSHA	20th February.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. A duly qualified
Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.
Hongkong, January 20, 1902.

OCEAN STEAMSHIP COMPANY

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	AXAX	23rd January.
GLASGOW AND LIVERPOOL	PETROS	31st January.
GLASGOW AND LIVERPOOL	LYMES	16th February.
GLASGOW AND LIVERPOOL	TAVIUS	16th February.
GLASGOW AND LIVERPOOL	ANTON	26th February.
S.S. 'TANTALUS' from SWANSEA, GLASGOW & LIVERPOOL has arrived, and will leave for SHANGHAI TO-MORROW.		

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON DIRECT	PETROS	22nd January, 1902.
(Taking Cargo at London Rates)	STROCLUS	22nd January, 1902.
LONDON	STROCLUS	14th February, 1902.
LIVERPOOL DIRECT	TANTALUS	16th February, 1902.
(Taking Cargo at London Rates)	LYMES	16th February, 1902.
LONDON	AXAX	18th February, 1902.
LONDON	LYMES	4th March, 1902.
LONDON	ULYSSES	18th March, 1902.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS, O. S. S. Co.
Hongkong, January 20, 1902.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

named:—	FOR	STEAMSHIP	CAPTAIN	DATE.
LONDON VIA	BOMBAY	Malacca	E. G. ANDREW	Noon, 25th Jan.
SINGAPORE AND	BOMBAY	Norfolk	A. J. BENTON, R.N.R.	About 20th Jan.
BOMBAY	HANGHAI	Chien	L. DANIEL	About 1st Feb.
LONDON, &c.	Colon	W. VEHRT, R.N.R.	Noon, 1st Feb.	

PASSENGER SEASON 1902.

MARSEILLES, PLYMOUTH AND LON. Oriental, 5284 Tons. 28th March.
DON Direct without Transhipment. Malta, 6064. 12th April.
* See Special Advertisement.
* For Freight only.
* Calling at Penang and Colombo if sufficient inducement offers.
For Freight or passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office,
Hongkong, January 21, 1902.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, THE SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR

PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	CAPTAIN.	HONGKONG.
KNIGHT COMPANION	4,111	C. E. FREEMANT, R.N.R.	February 20, 1902
INDRAVELLI	4,899	W. E. CROVER, R.N.R.	March 10, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

ALLAN CAMERON, General Agent,
Hongkong, 20th January, 1902.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.
APRIL: About 21st Jan.
HILGREN: About 29th Jan.
LUTHER CASTLE: About 5th Feb.
MORVEN: About 12th Feb.

For Freight and further information
Apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, January 20, 1902.

FOR SINGAPORE AND CALCUTTA.

THE N. D. L. Steamship

SILESIA.
Captain BAHR, will be despatched for the
above Ports on or about the 26th Instant.

This Steamer has superior Accommoda-
tion for First-class Passengers, and carries
a Doctor.

For Freight or Passage apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office,
Hongkong, January 16, 1902.



STEAM FOR

STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship COROMANDEL, Capt.
P. W. VINTAGE, R.N.R., carrying His
Majesty's Mails, will be despatched from
this Port BOMBAY, on SATURDAY, the
1st February, at Noon, taking Passengers
and Cargo for the above Ports.

Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed via Bombay with Transhipment.

Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to

E. A. HEWITT,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, January 16, 1902.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at THOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
AUSTRALIAN,
Captain P. J. HIGGINS, will be despatched
as above on THURSDAY, the 30th
January, at 4 p.m.

This well-known Steamer is specially
fitted for Passengers, and has a Refrigera-
ting Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly-qualified Sur-
geon are carried.

N.B.—Return Tickets issued by this
Company to and from AUSTRALIA are avail-
able for return by the Steamers of the
CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTONE & Co.,
Agents.

Hongkong, January 11, 1902.

THE UNITED STATES AND CHINA

JAPAN S. S. LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

LIVORNI,
Captain HILL, will be despatched as above
on or about 3rd February.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, January 9, 1902.

Shipping.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI
HIROGO AND YOKOHAMA.

THE Imperial German Mail Steamship
HAMBURG,
of the Hamburg-Amerika Linie, Capt. E.
BURMEISTER, due here with the outward
German Mail about the 23rd Inst., will
leave for the above places about 24 hours
after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, January 20, 1902.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

CATHERINE APCAR,
Captain S. H. BERTSON, will be despatched for
the above Ports on FRIDAY, the 24th
Inst., at 3 p.m.

For Freight or Passage, apply to
D. SASSOON & Co., Ltd.
Agents.

Hongkong, January 20, 1902.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

WORCESTERSHIRE SAUCE.

Goods arriving from the above ports shall be carried to the nearest Port of Call, where the Goods are to be unloaded, and the consignee is to be informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY GODOWNS at Kowloon, where each consignment will be sorted out mark by mark and delivered to the consignee as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. 10 DAY.

Goods not cleared by the 25th Instant, will be sent to the next day.

No Fire Insurance has been effected.

All Ship-damaged Packages must be left in the Godowns and Notices of same sent to this Office before the 28th Instant, or Claims in connection therewith will not be recognized.

HIPPON YUSEN KAISHA, LTD.

DEALER IN ALL KINDS OF
NEW IRON, METAL & STEEL for
ENGINEERING WORK,
STEEL BOILER-PLATES,
COPPER PIPES, GAS TUBING,
ANCHORS & CHAINS,
STEEL TEES AND JOISTS.

For the Hongkong and Shanghai
Banking Corporation,
T. JACKSON,
Chief Manager.

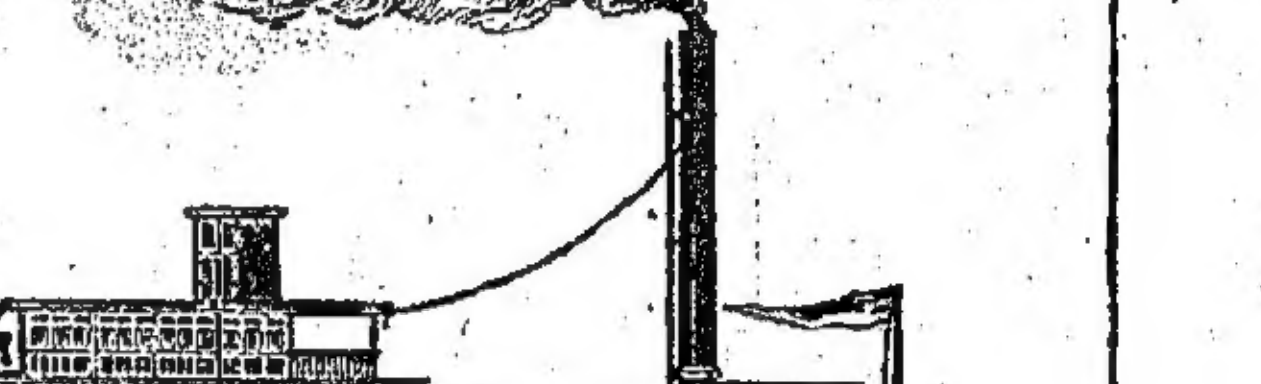
T. H. WHITEHEAD,
Manager.

Hongkong, July 9, 1901. 846

A Remedy for all Irregularities
Superior Bitter Apple, Pepsin, Pile Cures, &c.
Sold by
A. S. WATSON & CO., LTD., HONGKONG
Proprietors:
MARTIN, Chemist, SOUTHAMPTON, ENGLAND

Foreign Men.

New Orleans	U. S. flag-ship
New York	U. S. gunboat
Princeton	U. S. cruiser
Vicksburg	U. S. gunboat
Wilmington	U. S. gunboat
Yorktown	U. S. gunboat



Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Crew.	H.P.	Captain.	Last reported at.
Aspern	Austrian cruiser	978	—	—	Capt. Heinrich	Singapore
Maria Theresia	Austrian cruiser	5900	39	10,000	Captain Hans	Shanghai
Alouette	French gunboat	300	—	—	Lieut. A. Belloz	Shanghai
Aspie	French gunboat	475	8	450	Commander Jourmet	Yokohama
Bengali	French gunboat	589	—	—	Lieut. Fitto	Kobe
Bugeaud	French cruiser	4009	19	9000	Capt. Lefevre	Wuowung
Chasseloup Laubat	French cruiser	5860	—	—	Capt. De Ripmay St. Luc	Suway
Comote	French gunboat	523	—	—	Commander Lengl	Bangkok
Decoste	French gunboat	680	—	—	Commander Lamy	Pokhoi
l'Entrecasteaux	French flagship	5114	14	13,500	Captain Fournet	Tonkin
Dessartier	French cruiser	4000	14	7500	Capt. du Saune	Singait
Bejaureur	French cruiser	1658	8	2050	Capt. Texier	Taku
Friauf	French cruiser	3759	10	9000	Captain Adam	Wuowung
Kersaint	French gunboat	1261	6	2200	Capt. de la Motte du Portail	Shanghai
Lion	French gunboat	476	8	—	Capt. Bloy	Taku
Paul	French cruiser	3988	14	8500	Captain Moret	Along Bay
Reconquable	French cruiser	9437	8	6071	Captain Neny	Hongkong
Styx	French cruiser	1890	—	—	Capt. Vincent	Shanghai
Surprise	French gunboat	629	2	550	Captain Mornet	Kwangchi wan
Vauban	French cruiser	—	—	—	Captain Blouet	Canton
Vigilant	French gunboat	—	—	—	—	Nagasaki
Viper	French gunboat	400	4	441	Comdr. Villeneuve	Saigon
Bussard	German gunboat	1000	8	2900	Comdr. von Basewitz	Nagasaki
First Bismarck	German flagship	11,000	36	14,000	Captain Friedrich	Shanghai
Geist	German gunboat	1600	8	—	Commander Hilbrand	Nagasaki
Hansa	German cruiser	8090	30	10,000	—	Saigon
Hertlin	German cruiser	9040	30	10,000	Capt. Dorowsky	Hongkong
Illis	German gunboat	1000	10	1300	Lieut.-Commander Stamer	Fuechow
Jaguar	German gunboat	900	10	1300	Capt. Berger	Shanghai
Kaiserin Augusta	German cruiser	6731	34	14,000	Captain Guelich	Shanghai
Luchs	German gunboat	350	10	—	Comdr. Daphahardt	Shanghai
Schwalbe	German gunboat	1120	8	1500	Capt. Bochner	Shanghai
Seeadler	German gunboat	1600	8	2800	Comdr. Hollmann	Bangkok
Tiger	German gunboat	900	10	1300	Comdr. von Muehlstadt	Singait
Vorwaerts	German gunboat	—	—	—	Comdr. von Weise	Shanghai
Lombardia	Italian cruiser	2900	10	6345	Captain John Boot	Shanghai
Marco Polo	Italian cruiser	4583	10	10,543	Captain Botti	Shanghai
Puglia	Italian cruiser	2250	10	7074	Captain Camille	Shanghai
Vesuvio	Italian cruiser	4506	14	6820	Captain Zevi	Nagasaki
Zaire	Portuguese gunboat	600	—	—	Captain Mello	Nagasaki
Admiral Kornikoff	Russian cruiser	5500	16	1000	Captain Jakovloff	Taku
Admiral Nachimoff	Russian cruiser	9000	—	—	Captain Velvolozky	Yokohama
Albatros	Russian gunboat	510	—	—	Captain Belsky	Yokohama
Dobro	Russian ship	383	2	1150	Captain Dubrovsky	Newchwang
Dmitry Donskoy	Russian cruiser	6000	16	5000	Capt. Vanderhulst	Singapore
Gaidamak	Russian gunboat	700	9	3500	Capt. Serebrennikoff	Taku
Gromoboi	Russian gunboat	1490	2	2000	Capt. Smirnov	Shanghai
Gromoboi	Russian battleship	12,436	26	14,500	—	Taku
Korsetz	Russian ship	1200	9	2150	Captain Sillman	Nagasaki
Mandjour	Russian ship	1200	3	1400	Commander Muravioff	Nagasaki
Nevarin	Russian 2nd class battleship	10,070	4	—	Captain Buklenskeff	Nagasaki
Ottavay	Russian gunboat	1490	2	2000	Captain Jensen	Singait
Petropavlovsk	Russian battleship	12,000	—	—	Captain Gerasim	Yokohama
Poltava	Russian battleship	11,000	—	—	Captain Orgeroff	Nagasaki
Rosita	Russian cruiser	12,340	28	—	Captain Seperennikoff	Shanghai
Rasborynsk	Russian cruiser	10,000	—	—	—	Nagasaki
Rurik	Russian cruiser	10,000	—	—	Capt. Matsuevsky	Nagasaki
Sevastopol	Russian gunboat	950	2	1125	Capt. Melnitsky	Port Arthur
Silutsk	Russian gunboat	10,000	14	8500	Captain Barranc	Manila
Sivool	Russian 2nd class battleship	10,000	14	8500	Captain Tassoff	Taku
Sivooch	Russian gunboat	850	2	1125	Captain Soubarin	Singapore
Vladimir Monomach	Russian armored cruiser	6000	16	3700	Captain Prince Ouchonsky	Nagasaki
Yeduk	Russian gunboat	500	11	3500	Capt. Robin	Nagasaki
Zabinka	Russian cruiser	1220	6	1194	Commander Shkuff	Nagasaki
Annapolis	U. S. gunboat	1000	10	1277	Commander Karl Rohrer	Nagasaki
Brooklyn	U. S. flagship	9215	32	18,703	Captain Todd	Manila
Don Juan de Austria	U. S. gunboat	1159	8	1610	Commander C. G. Bowman	Manila
Frolic	U. S. gunboat	—	—	—	Lieut. -Cdr. J. H. Holm	Manila
General Alava	U. S. gunboat	1800	—	—	Lieut.-Comdr. W. F. Halsey	Manila
Helen	U. S. gunboat	1332	8	1983	Comdr. R. R. Ingersoll	Shanghai
Jala de Cuba	U. S. gunboat	173	8	2250	Comdr. Jader Perry Gurst	Manila
Jala de Luzon	U. S. gunboat	1030	8	2200	Comdr. J. K. Cogswell	Manila
Kentucky	U. S. flagship	11,500	41	10,000	Captain C. H. Stockton	Shanghai
Manila	U. S. gunboat	1900	2	700	Lieut. -Cdr. J. H. Stevens	Canton
Monadnock	U. S. gunboat	3300	6	5000	Comdr. A. B. Speyers	Taku
Monocacy	U. S. gunboat	1370	6	590	Comdr. F. M. Wise	Shanghai
Montgomery	U. S. gunboat	4054	4	5244	Comdr. G. W. Pignatelli	Manila
New Orleans	U. S. cruiser	4140	—	—	Lieut.-Comdr. Perry	Canton
New York	U. S. flagship	8200	34	17,401	Captain M. J. S. Mackenzie	Manila
Pinecrest	U. S. gunboat	1000	10	1118	Commander J. L. Solfridge	Newchwang
Vicksburg	U. S. cruiser	4307	8	1894	Commander E. B. Barry	Manila
Wilkes	U. S. gunboat	4307	8	1894	Commander E. S. Prime	Manila
Yorktown	U. S. gunboat	7710	6	1801	Commander W. Swift	Manila

